

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	025-151	1	14
Plotting Date: 12/07/2021			

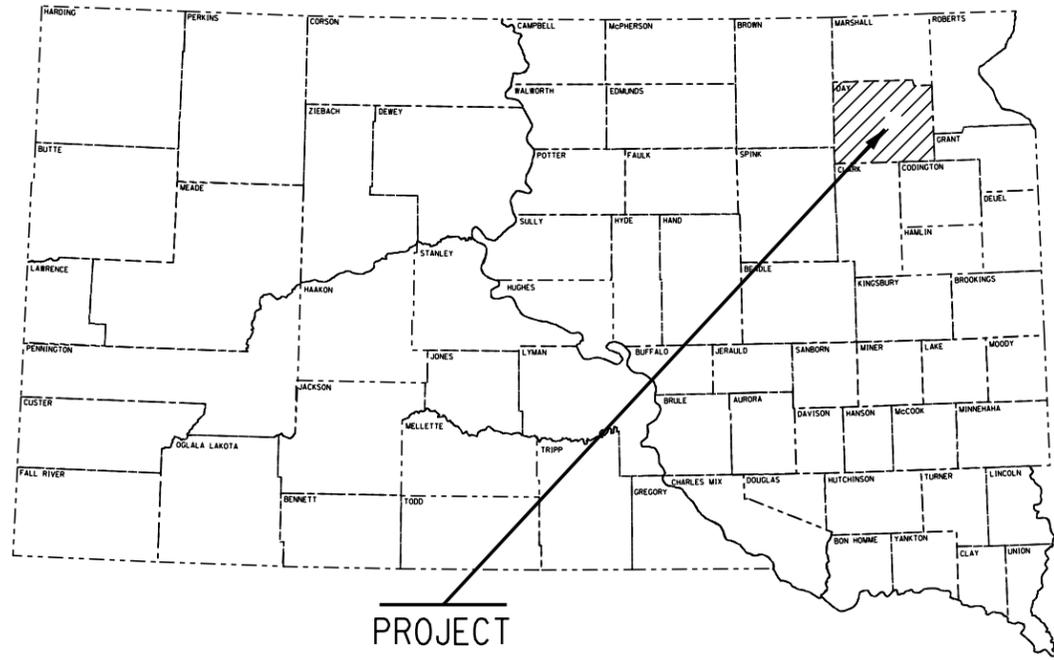
STATE OF SOUTH DAKOTA  
DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED  
**PROJECT 025-151**  
**S.D. HIGHWAY 25**  
**DAY COUNTY**  
SIDEWALK REPLACEMENT  
PCN i6JN

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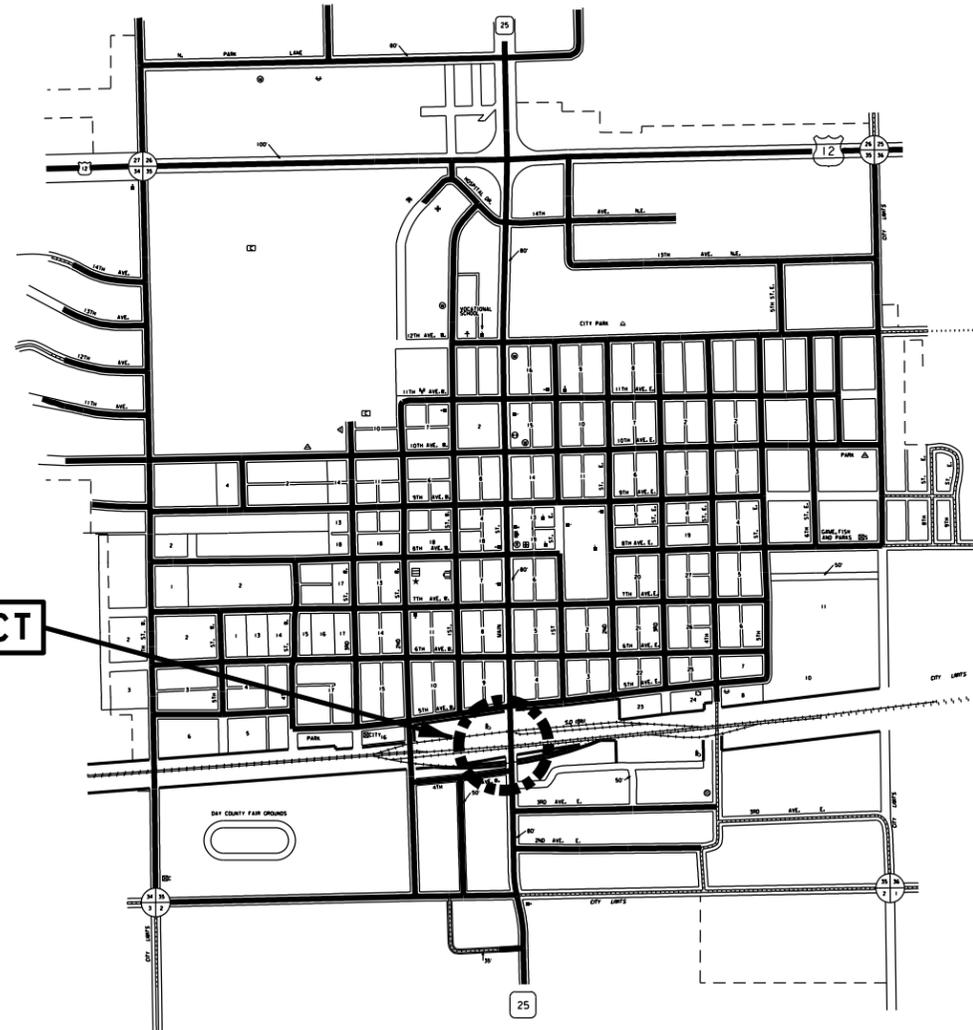
PLOT SCALE - 1:15000



PROJECT



PROJECT



**WEBSTER**  
DAY COUNTY - SOUTH DAKOTA  
T 122 N - R 56 W

GROSS LENGTH	400.0 FEET	0.076 MILES
LENGTH OF EXCEPTIONS	0.0 FEET	0.000 MILES
NET LENGTH	400.0 FEET	0.076 MILES

DESIGN DESIGNATION

ADT (2020)	4625
ADT (2040)	6295
DHV	698
D	50%
T DHV	3.5%
T ADT	7.8%
V	25 M.P.H.

STORM WATER PERMIT  
None Required

PLOTTED FROM - TRAB11017

PLOT NAME - 1

FILE - ... \DAY 16 JUN 16 JN - TITLESHEET.DGN

# ESTIMATE OF QUANTITIES AND ENVIRONMENTAL COMMITMENTS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
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## Estimate of Quantities

### Non-Section Method

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
110E1140	Remove Concrete Sidewalk	32.0	SqYd
120E0010	Unclassified Excavation	16	CuYd
260E3010	Gravel Surfacing	65.0	Ton
634E0110	Traffic Control Signs	77.0	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E2000	Longitudinal Pedestrian Barricade	20	Ft
651E0040	4" Concrete Sidewalk	360	SqFt
651E0060	6" Concrete Sidewalk	235	SqFt
651E7000	Type 1 Detectable Warnings	20	SqFt
734E0845	Sediment Control at Inlet with Frame and Grate	2	Each
734E5010	Sweeping	5	Hour
998E0100	Railroad Protective Insurance	Lump Sum	LS

## SPECIFICATIONS

Standard Specifications for Roads and Bridges, 2015 Edition and Required Provisions, Supplemental Specifications, and Special Provisions as included in the Proposal.

## ENVIRONMENTAL COMMITMENTS

The SDDOT is committed to protecting the environment and uses Environmental Commitments as a communication tool for the Engineer and Contractor to ensure that attention is given to avoid, minimize, and/or mitigate an environmental impact. Environmental commitments to various agencies and the public have been made to secure approval of this project. An agency with permitting authority can delay a project if identified environmental impacts have not been adequately addressed. Unless otherwise designated, the Contractor's primary contact regarding matters associated with these commitments will be the Project Engineer. During construction, the Project Engineer will verify that the Contractor has met Environmental Commitment requirements. These environmental commitments are not subject to change without prior written approval from the SDDOT Environmental Office.

Additional guidance on SDDOT's Environmental Commitments can be accessed through the Environmental Procedures Manual found at: <https://dot.sd.gov/media/documents/EnvironmentalProceduresManual.pdf>

For questions regarding change orders in the field that may have an effect on an Environmental Commitment, the Project Engineer will contact the Environmental Engineer at 605-773-3180 or 605-773-4336 to determine whether an environmental analysis and/or resource agency coordination is necessary.

Once construction is complete, the Project Engineer will review all environmental commitments for the project and document their completion.

## COMMITMENT E: STORM WATER

Construction activities constitute less than 1 acre of disturbance.

### Action Taken/Required:

At a minimum and regardless of project size, appropriate erosion and sediment control measures must be installed to control the discharge of pollutants from the construction site.

## COMMITMENT H: WASTE DISPOSAL SITE

The Contractor will furnish a site(s) for the disposal of construction and/or demolition debris generated by this project.

### Action Taken/Required:

Construction and/or demolition debris may not be disposed of within the Public ROW.

The waste disposal site(s) will be managed and reclaimed in accordance with the following from the General Permit for Construction/Demolition Debris Disposal Under the South Dakota Waste Management Program issued by the Department of Agriculture and Natural Resources.

The waste disposal site(s) will not be located in a wetland, within 200 feet of surface water, or in an area that adversely affects wildlife, recreation, aesthetic value of an area, or any threatened or endangered species, as approved by the Environmental Office and the Project Engineer.

If the waste disposal site(s) is located such that it is within view of any ROW, the following additional requirements will apply:

- Construction and/or demolition debris consisting of concrete, asphalt concrete, or other similar materials will be buried in a trench separate from wood debris. The final cover over the construction and/or demolition debris will consist of a minimum of 1 foot of soil capable of supporting vegetation. Waste disposal sites provided outside of the Public ROW will be seeded in accordance with Natural Resources Conservation Service recommendations. The seeding recommendations may be obtained through the appropriate County NRCS Office. The Contractor will control the access to waste disposal sites not within the Public ROW with fences, gates, and placement of a sign or signs at the entrance to the site stating, "No Dumping Allowed".

- Concrete and asphalt concrete debris may be stockpiled within view of the ROW for a period not to exceed the duration of the project. Prior to project completion, the waste will be removed from view of the ROW or buried, and the waste disposal site reclaimed as noted above.

The above requirements will not apply to waste disposal sites that are covered by an individual solid waste permit as specified in SDCL 34A-6-58, SDCL 34A-6-1.13, and ARSD 74:27:10:06.

Failure to comply with the requirements stated above may result in civil penalties in accordance with South Dakota Solid Waste Law, SDCL 34A-6-1.31.

All costs associated with furnishing waste disposal site(s), disposing of waste, maintaining control of access (fence, gates, and signs), and reclamation of the waste disposal site(s) will be incidental to the various contract items.

## COMMITMENT I: HISTORIC PRESERVATION OFFICE CLEARANCES

State Historic Preservation Office (SHPO or THPO) concurrence has not been obtained for this project.

### Action Taken/Required:

All earth disturbing activities not designated within the plans require a cultural resource review prior to scheduling the pre-construction meeting. This work includes but is not limited to: Contractor furnished material sources, material processing sites, stockpile sites, storage areas, plant sites, and waste areas.

The Contractor will arrange and pay for a record search and when necessary, a cultural resource survey. The Contractor has the option to contact the state Archaeological Research Center (ARC) at 605-394-1936 or another qualified archaeologist, to obtain either a records search or a cultural resources survey. A record search might be sufficient for review if the site was previously surveyed; however, a cultural resources survey may need to be conducted by a qualified archaeologist.

The Contractor will provide ARC with the following: a topographical map or aerial view in which the site is clearly outlined, site dimensions, project number, and PCN. If applicable, provide evidence that the site has been previously disturbed by farming, mining, or construction activities with a landowner statement that artifacts have not been found on the site.

The Contractor will submit the cultural resources survey report to SDDOT Environmental Office, 700 East Broadway Avenue, Pierre, SD 57501-2586. SDDOT will submit the information to the appropriate SHPO/THPO. Allow **30 Days** from the date this information is submitted to the Environmental Engineer for SHPO/THPO review.

In the event of an inadvertent discovery of human remains, funerary objects, or if evidence of cultural resources is identified during project construction activities, then such activities within 100 feet of the inadvertent discovery will immediately cease and the Project Engineer will be immediately notified. The Project Engineer will contact the SDDOT Environmental Office, who will contact the appropriate SHPO/THPO within 48 hours of the discovery to determine an appropriate course of action.

The Contractor is responsible for obtaining any additional permits and clearances for Contractor furnished material sources, material processing sites, stockpile sites, storage areas, plant sites, and waste areas that affect wetlands, threatened and endangered species, or waterways. The Contractor will not utilize a site known or suspected of having contaminated soil or water. The Contractor will provide the required permits and clearances to the Project Engineer at the preconstruction meeting.

### GRADING OPERATIONS

Water for Embankment is estimated at the rate of 10 gallons of water per cubic yard of Embankment minus Waste. No separate payment will be made for the Water for Embankment and all costs associated will be incidental to the contract unit price per cubic yard of "Unclassified Excavation".

### UTILITIES

The Contractor will be aware that the existing utilities were not surveyed prior to the design of this project. The utilities are not expected to be impacted.

Prior to excavation in or adjacent to BNSF (Burlington Northern Santa Fe) Railway ROW and in conjunction with contacting the SD One-Call, the Contractor will call the BNSF Utility Locate number 1-800-533-2891.

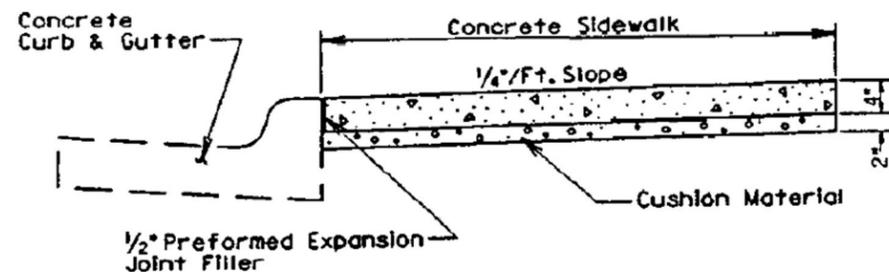
### PROCEDURES FOR DETERMINING UNCLASSIFIED EXCAVATION QUANTITY

The Unclassified Excavation plans quantity will be used for final payments and will not be adjusted according to field measurements.

Compaction will be to the satisfaction of the Engineer.

### REMOVAL OF EXISTING CONCRETE SIDEWALK

The Contractor will dispose of the concrete sidewalk at a site approved by the Engineer.



The existing P.C.C. Sidewalk is typically 5 feet wide. The sidewalk detail shown above is typical for this project; however, other special details are shown on the Original Construction Plans for project P 0025(21)181 PCN 3241 included in this plan set. This information is from original construction plans and actual sidewalk thickness may vary.

### 6" CONCRETE SIDEWALK

The concrete sidewalk will be constructed in accordance with Section 651.

Concrete will be 6" for RR Approach at the following locations.

Station	Offset	Station	Offset
669+62.58	41.27	to 669+63.35	22.00

### GRAVEL CUSHION

All costs associated with the estimated 15 tons of gravel cushion material will be incidental to the contract unit price per square foot for 6" Concrete Sidewalk and 4" Concrete Sidewalk.

The gravel cushion will meet the requirements of Section 882. Compaction will be to the satisfaction of the Engineer.

### TYPE 1 DETECTABLE WARNINGS

Detectable warnings will be in compliance with the Americans with Disabilities Act regulations.

The detectable warnings will be installed according to the manufacturer's installation instructions.

A concrete thickness equal to the adjacent concrete sidewalk thickness and 2 inches of granular cushion material will be placed below the Type 1 Detectable Warnings. When concrete is placed below the detectable warnings then the concrete thickness will be transitioned at the rate of 1" per foot to match the adjacent concrete sidewalk thickness.

The detectable warnings will be a brick red color for application in concrete curb ramps. Cast iron plates may be a natural patina (weathered steel).

Type 1 Detectable Warning Panels will be one of the following products:

#### Type 1 Detectable Warnings

Product	Manufacturer
Detectable Warning Plate Cast Iron Plate	Neenah Foundry Company Neenah, WI 800-558-5075 <a href="http://www.neenahfoundry.com/">http://www.neenahfoundry.com/</a>
Detectable Warning Plate Cast Iron Plate	Deeter Foundry Lincoln, NE 800-234-7466 <a href="http://www.deeter.com/">http://www.deeter.com/</a>
Detectable Warning Plate Cast Iron Plate (No Coating)	East Jordan Iron Works, Inc. 301 Spring Street East Jordan, MI 49727 800-626-4653 <a href="http://www.ejw.com">http://www.ejw.com</a>
Iron Dome Cast Iron Detectable Warning Tile	ADA Solutions, Inc. 323 Andover Street Suite 3 Wilmington, MA 01887 800-372-0519 <a href="https://adatile.com">https://adatile.com</a>

TufTile (wet-set)  
Cast Iron  
Replaceable Tile

TufTile  
1200 Flex Court  
Lake Zurich, IL 60047  
888-960-8897  
<http://www.tuftile.com/>

Advantage Tactile  
Detectable Warning  
Cast Iron Plate

Advantage Tactile Systems, Inc.  
241 Main Street, Suite 100  
Buffalo, NY 14203  
800-679-4022  
<https://advantagetactile.com/>

### COORDINATION WITH RAILROAD

A separate project to remove, replace, and relocate the signal pole and lever arm to northwest of the industrial railroad crossings on SD 25 that will be done prior to this project. A railroad crossing extension will also be added prior in preparation for this project.

The Contractor will coordinate with the Railroad to provide traffic control and when scheduling construction.

### REGION BRIDGE ENGINEER CLEARANCES

The Engineer will contact Senior Region Bridge Engineer Josh Olson after the new RR crossing signals and final surfacing are installed for measurement of vertical and horizontal clearances. Office phone is (605)626-7894.

### SEQUENCE OF OPERATIONS

The Contractor will submit a sequence of operations for approval two weeks prior to the preconstruction meeting. If changes to the sequence of operations are proposed during the project, these must be submitted for review a minimum of one week prior to potential implementation. Approval for changes to the sequence of operations will only be allowed when the proposed changes meet with the Department's intent for traffic control and sequencing of the work.

### SD HWY 25 TRAFFIC CONTROL

Access to businesses will be maintained at all times.

Pedestrians will be directed to the side of the project where no work is taking place. Pedestrian traffic control will be according to standard plate 634.33. The pedestrian crossings will be at 4<sup>th</sup> Avenue and 5<sup>th</sup> Avenue respectively on SD Highway 25.

Traffic control for the sidewalk work will be according to standard plate 634.03. A 12' driving lane must be maintained in each direction at all times on SD 25. Typical Section for SD 25 has 22' width of concrete from centerline to Curb and Gutter as determined from Original Construction Plans. The work areas will be separated from traffic using channelizing devices, as per standard plate 634.03. Pedestrian traffic control will be according to Standard Plate 634.33.

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## GENERAL TRAFFIC CONTROL

Existing guide, route, informational logo, regulatory, and warning signs will be temporarily reset and maintained during construction. Removing, relocating, covering, salvaging, and resetting of existing traffic control devices, including delineation, will be the responsibility of the Contractor. Cost for this work will be incidental to the contract unit prices for the various items unless otherwise specified in the plans. Any delineators and signs damaged or lost will be replaced by the Contractor at no cost to the State.

All temporary traffic control sign locations will be set in the field by the Contractor and verified by the Engineer prior to installation.

Portable sign supports will not be located on sidewalks, bicycle facilities, or other areas designated for pedestrian or bicycle traffic.

The bottom of signs on portable or temporary supports will not be less than seven feet above the pavement in urban areas. Portable sign supports may be used as long as the duration is less than 3 days. If the duration is more than 3 days the signs will be on fixed location, ground mounted, breakaway supports.

All construction operations will be conducted in the general direction of traffic movement.

If there is a discrepancy between the traffic control plans, standard plates, and the MUTCD, whichever is more stringent will be used, as determined by the Engineer.

Unless otherwise stated in these plans, work will not be allowed during hours of darkness.

Fixed location signing placed more than 4 calendar days prior to the start of construction will be covered or laid down until the time of construction. The covers must be approved by the Engineer prior to installation. The cost of materials, labor, and equipment necessary to complete this work will be incidental to other contract items. No separate payment will be made.

All fixed location signs, sign posts, and breakaway bases will be removed within 7 calendar days following pavement marking.

All haul trucks will be equipped with an additional flashing amber light that is visible from the backside of the haul truck. The costs for the flashing amber lights will be incidental to the various related contract items.

The Contractor will notify businesses/homeowners a minimum of two weeks prior to construction to inform them of upcoming construction and again a minimum of 48 hours prior to any blocked access to make appropriate arrangements.

## TRAFFIC CONTROL SIGNS

Traffic control sign estimates have been included in a table. Contractor's operation may require adjustments in quantities. Payment will only be for those signs used.

## LONGITUDINAL PEDESTRIAN BARRICADE

Longitudinal pedestrian barricades should not be used to provide positive protection for pedestrians.

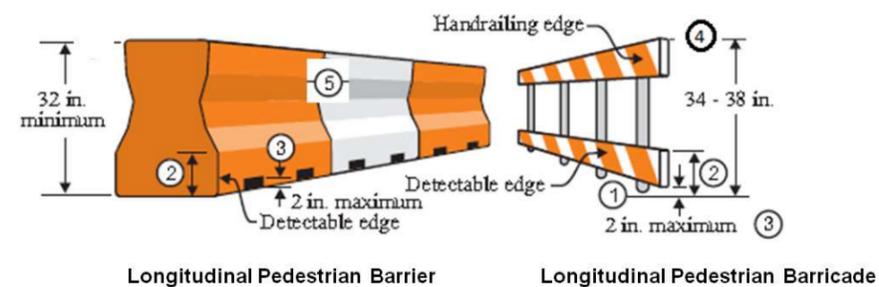
To prevent any tripping hazard to pedestrians, ballast will be located behind or internal to the device.

When longitudinal pedestrian barricades are combined in a series, the maximum gap between devices that do not interlock will be one inch. Joints between devices that do interlock will be closed and flush to prevent canes or small wheels from being trapped and to facilitate safe hand trailing. When used as a sidewalk closure mechanism, longitudinal pedestrian barricade must run the entire width of the sidewalk. Longitudinal pedestrian barricade should provide a color contrasting pattern. Black should not be used to color any base on a device. The devices should comply with the general color and stripe pattern requirements of Section 6F.68 of the MUTCD.

Longitudinal pedestrian barricade will have continuous bottom and top surfaces. The top surface will be smooth to allow safe hand trailing. Both upper and lower surfaces will share a common vertical plane.

All costs will be incidental to the contract unit price per foot for "Longitudinal Pedestrian Barricade".

## PEDESTRIAN CHANNELIZING DEVICE DETAILS



1. Barricade rail supports may not extend into the pedestrian walkway more than 4 inches from the face of the barricade.
2. The top edge of the bottom portion will be a minimum of 8 inches above the walkway.
3. Devices will not block water drainage from the walkway. A gap height or opening from the walkway surface up to a maximum of 2 inches in height is allowed for drainage purposes.
4. The top edge of the longitudinal pedestrian barricade is to be used as a guiderail to provide visual and tactile guidance to pedestrians along a designated route. The top surface should have a minimum width of 0.5 inches to allow the hand to feel the surface. The surface should be smooth and free of any sharp or abrasive elements to allow safe hand trailing.
5. Longitudinal pedestrian barrier used to provide positive protection from traffic to pedestrians should be crashworthy.

## SEDIMENT CONTROL AT INLETS WITH FRAMES AND GRATES

This type of sediment control device should be used where there is pavement in the vicinity of the drop inlets and storm water or sediment could possibly enter the frame and grate. Sediment Control at Inlet with Frame and Grate will be installed prior to working in the vicinity of the drop inlets.

The Contractor will be responsible for maintaining and repairing the sediment control devices for the duration of the project for which sediment control measures are required. Maintenance will be scheduled to prevent storm water from backing up into the driving lane.

"Sediment Control at Inlet with Frame and Grate" will be paid for one time at each location, regardless of the number of times the sediment control devices are installed, inspected, cleaned, removed, repaired, or replaced. All costs associated with furnishing, installing, inspecting, maintaining, cleaning, sediment removal, and repairing Sediment Control at Inlet with Frame and Grate will be incidental to the contract unit price per each for "Sediment Control at Inlet with Frame and Grate".

Sediment collection devices will be:

A sediment control device as shown on Standard Plate 734.10. Filter fabric used for constructing the sediment control at inlets with frames and grates will be the same type of fabric that is used in high flow silt fence from the approved product list. The approved product list may be viewed at the following internet site:

<http://sddot.com/business/certification/products/Default.aspx>

## DEBRI CLEANUP

Vehicle tracking of sediment from the construction site will be minimized. Street sweeping will be used if sediment control best management practices are not adequate to prevent sediment from being tracked onto the street.

The Contractor will use a pickup broom having integral self-contained storage to clean the roadway. The pickup broom used will be a minimum of 6 feet wide and have working gutter brooms.

At a minimum, sweeping will be required prior to opening any segment or roadway to traffic.

All costs for cleaning the roadway with a pickup broom will be incidental to the contract unit price per hour for "Sweeping".

**ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS**

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R9-11a	SIDEWALK CLOSED (ARROW L or R) CROSS HERE	2	24" x 12"	2.0	4.0
W20-1	ROAD WORK AHEAD	2	48" x 48"	16.0	32.0
W21-5	SHOULDER WORK	2	48" x 48"	16.0	32.0
G20-2	END ROAD WORK	2	36" x 18"	4.5	9.0
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT			<b>77.0</b>

# Detail Sheet: Existing

Drawing not to scale.

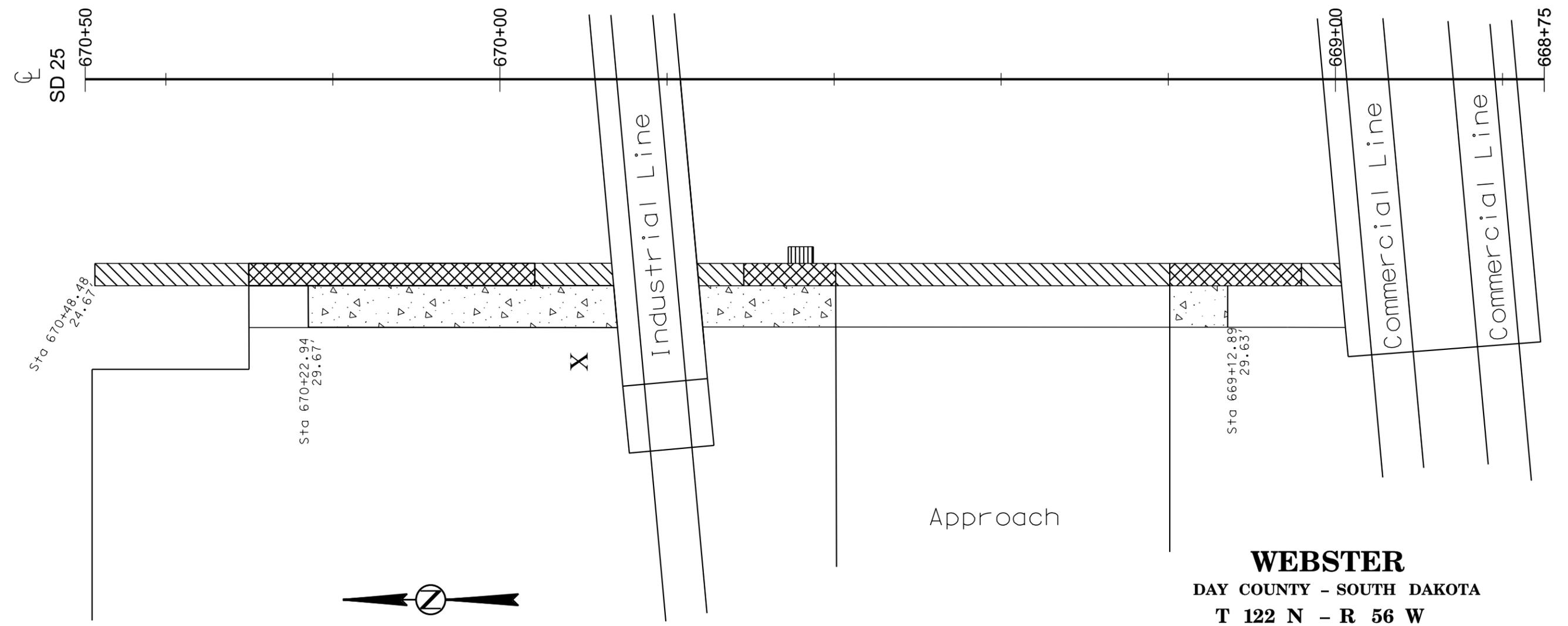
STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	025-151	6	14
Plotting Date: 06/28/2021			

PLOT SCALE - 1:12.8328

PLOT NAME - 1

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Plan View



**WEBSTER**  
**DAY COUNTY - SOUTH DAKOTA**  
**T 122 N - R 56 W**

LEGEND

- P-GUTTER ———— 
- CURB AND GUTTER ———— 
- Remove Concrete Sidewalk ———— 
- Inlet with Type B Frame & Grate ———— 
- Signal & Lever Arm Location — X

\* EXISTING SIDEWALK NOT SHADED WILL BE USED FOR NEW PEDESTRIAN ROUTE.

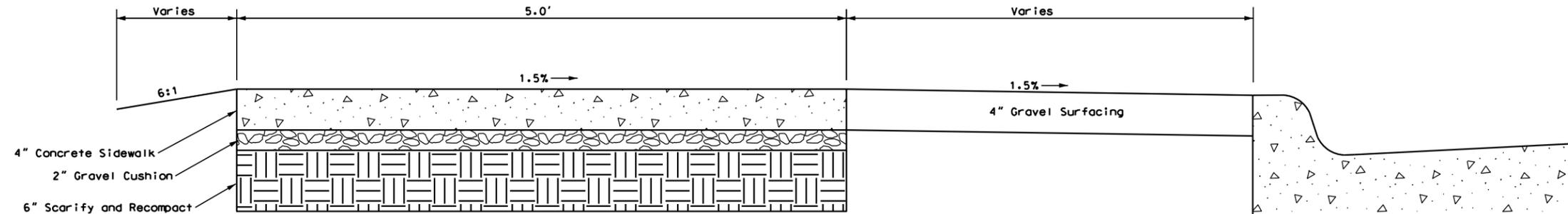
\*\* EXISTING SIDEWALK FOR RR APPROACH SOUTH OF INDUSTRIAL LINE WILL BE LEFT INTACT.

PLOTTED FROM - TRAB11017

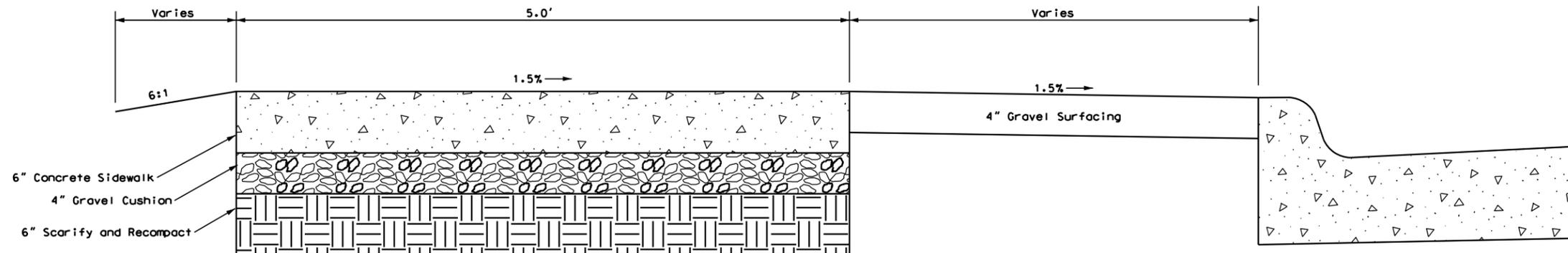


# TYPICAL SECTIONS

Drawings not to scale.

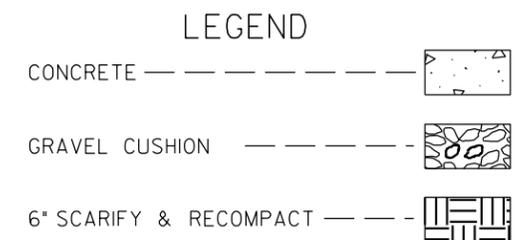


TYPICAL 4" - 5' WIDE SIDEWALK SECTION



TYPICAL 6" - 5' WIDE SIDEWALK SECTION

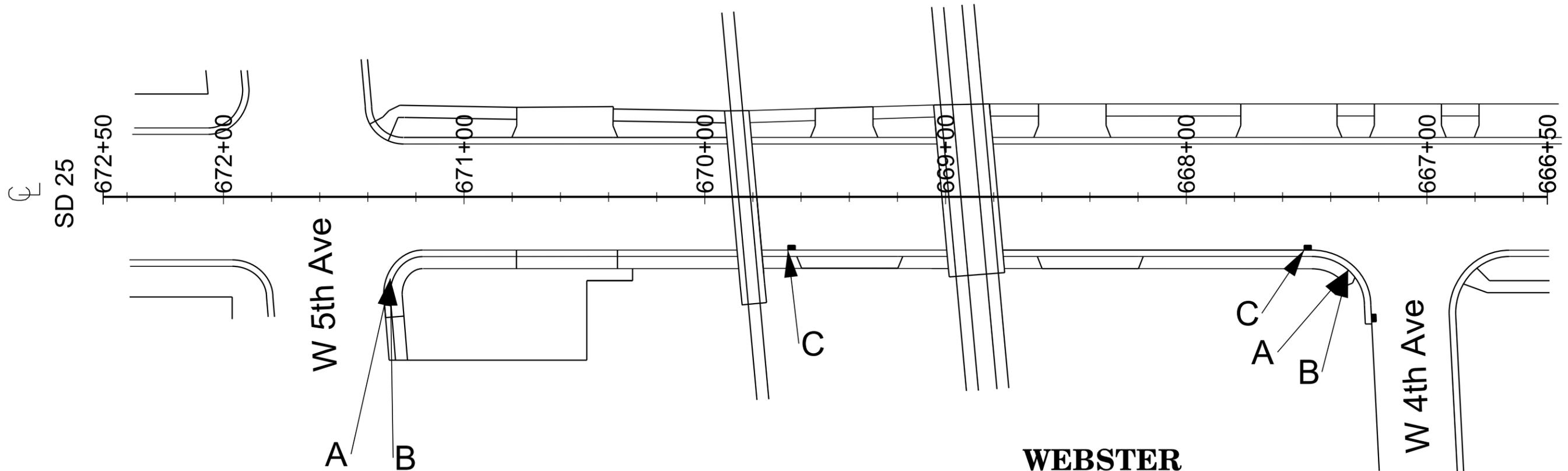
\* Cross Slope for sidewalk will be 1.5% (2.0% max)



# Pedestrian Crossing & Sediment Control

STATE OF SOUTH DAKOTA	PROJECT 025-151	SHEET NO. 9	TOTAL SHEETS 14
Plotting Date: 06/28/2021			

Drawing not to scale.



Plan View

## WEBSTER

DAY COUNTY - SOUTH DAKOTA  
T 122 N - R 56 W

### LEGEND

- "Sidewalk Closed  
Cross Here" Sign ----- A
- Longitudinal Pedestrian  
Barricade ----- B
- SEDIMENT CONTROL AT  
INLETS WITH FRAMES  
AND GRATES ----- C

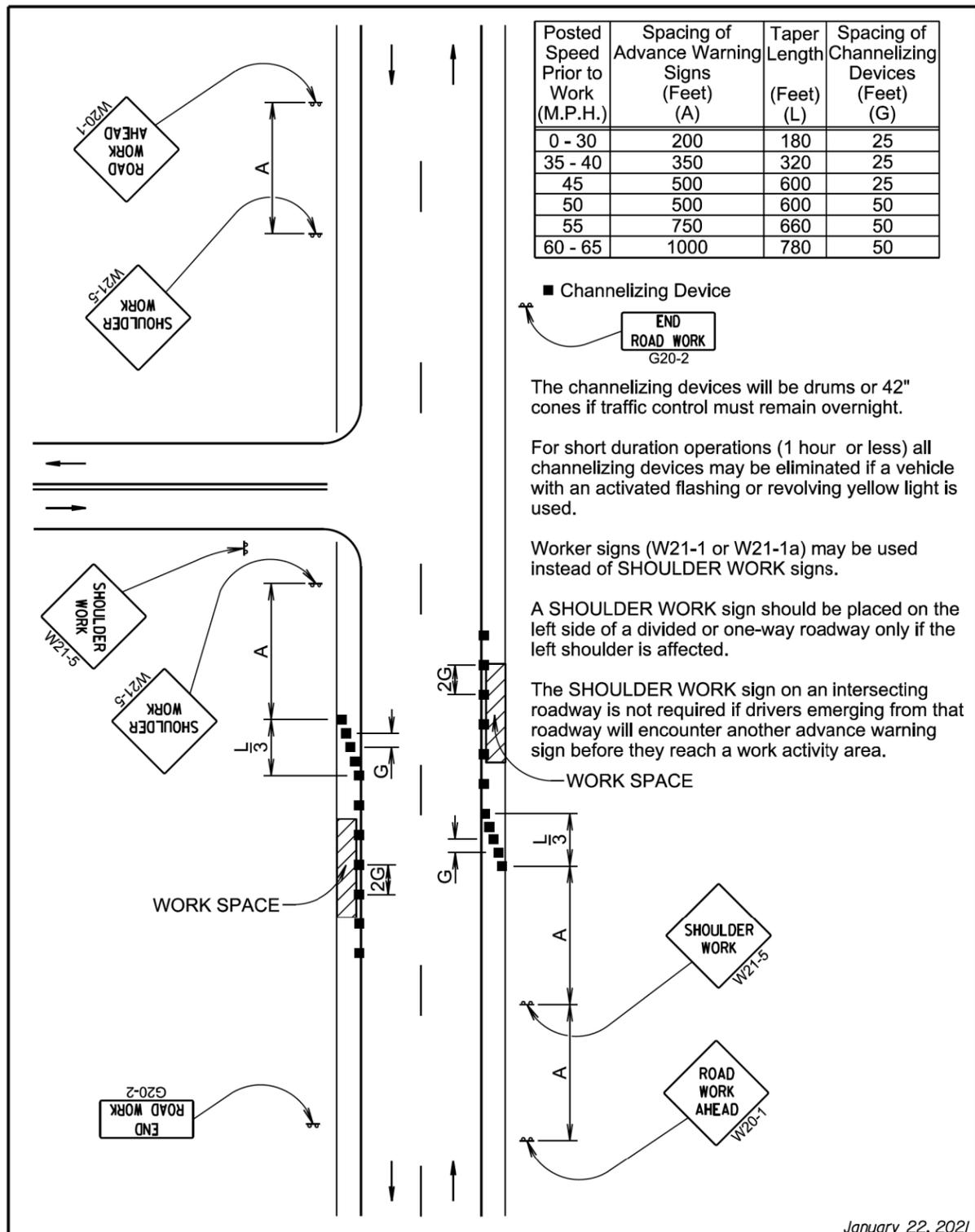
\* SIDEWALK CLOSURES AND  
PEDESTRIAN DETOURS WILL  
CONFORM TO STANDARD PLATE  
634.33

\*\* EROSION CONTROL WILL  
CONFORM TO STANDARD PLATE  
734.10

\*\*\* SEDIMENT CONTROL AT  
INLETS WITH FRAMES AND  
GRATES WILL CONFORM TO  
STANDARD PLATE 734.10

Plotting Date: 01/11/2023

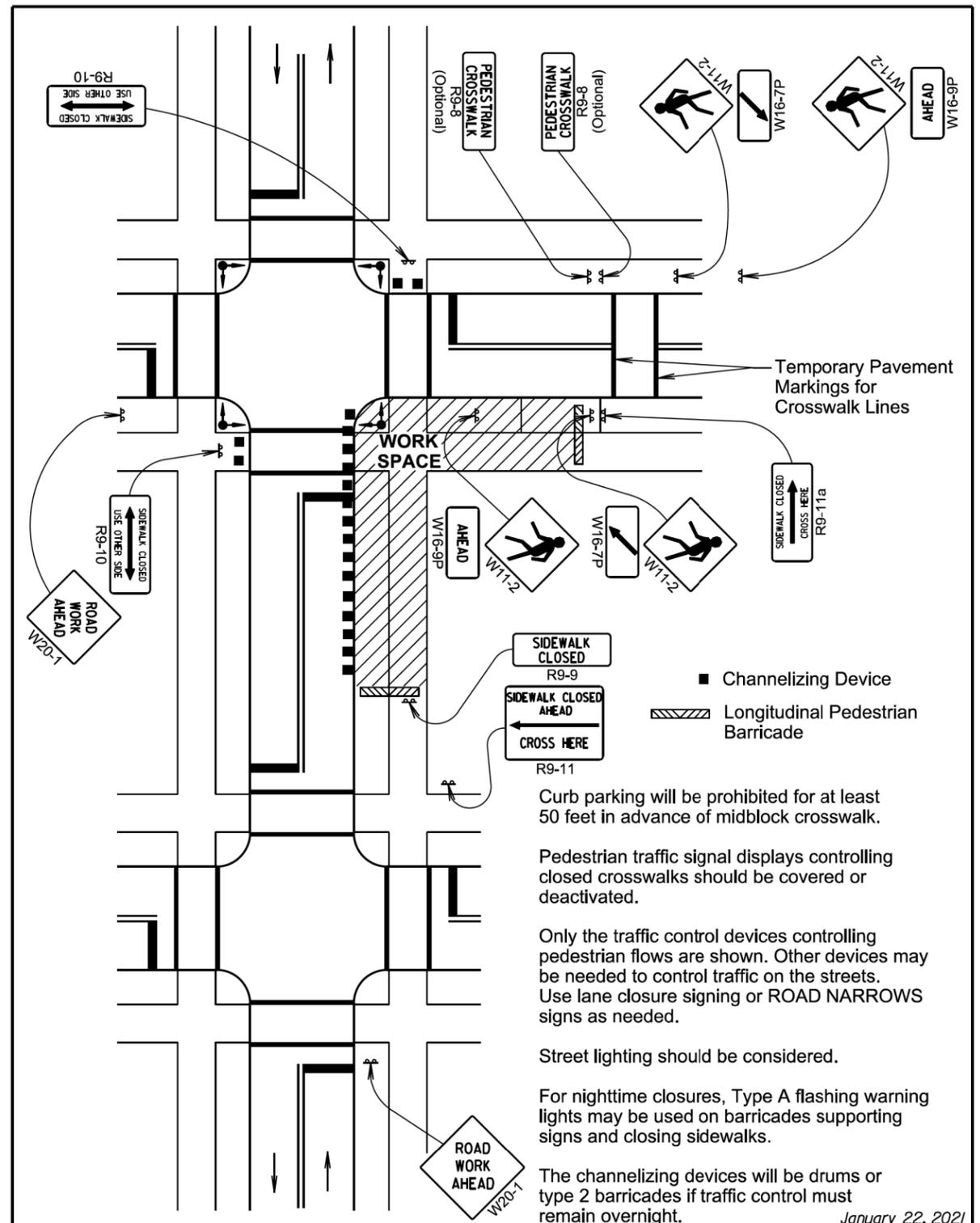
PLOT SCALE - 1"=300'



January 22, 2021

<b>S D D O T</b>	<b>WORK ON SHOULDERS</b>	PLATE NUMBER <b>634.03</b>
	Published Date: 4th Qtr. 2022	Sheet 1 of 1

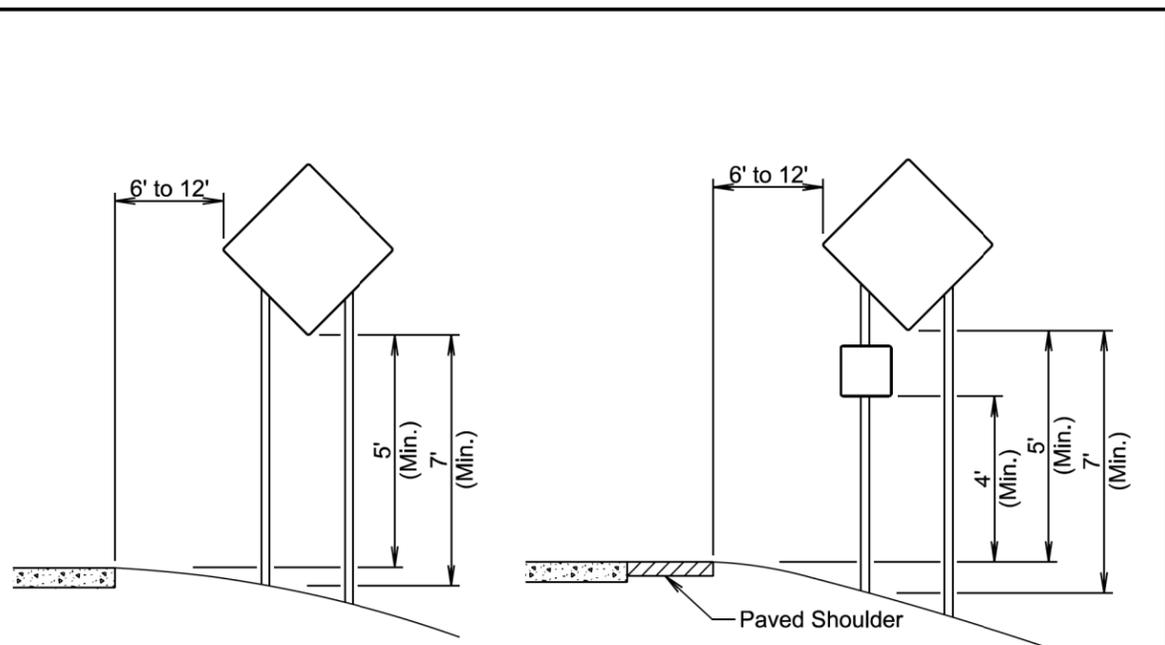
PLOT NAME - 1  
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January 22, 2021

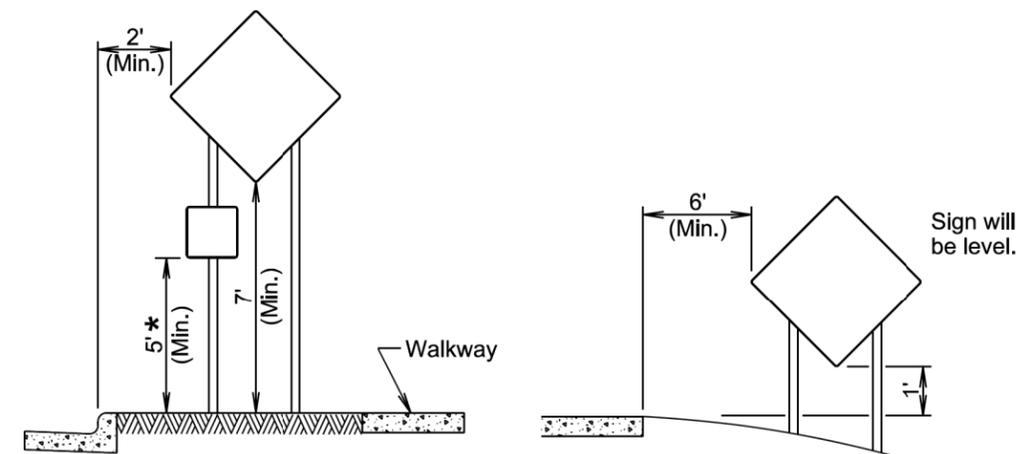
<b>S D D O T</b>	<b>SIDEWALK CLOSURES AND PEDESTRIAN DETOURS</b>	PLATE NUMBER <b>634.33</b>
	Published Date: 4th Qtr. 2022	Sheet 1 of 1

PLOT SCALE - 1"=30'



**RURAL DISTRICT**

**RURAL DISTRICT WITH SUPPLEMENTAL PLATE**



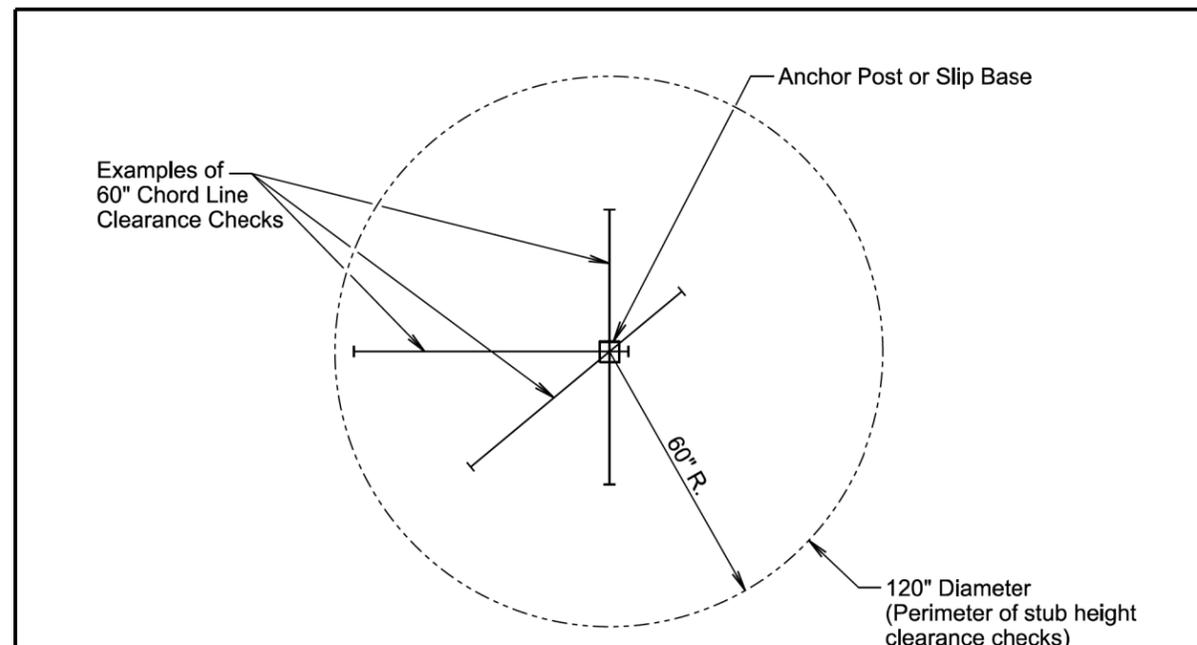
**URBAN DISTRICT**

**RURAL DISTRICT 3 DAY MAXIMUM**  
(Not applicable to regulatory signs)

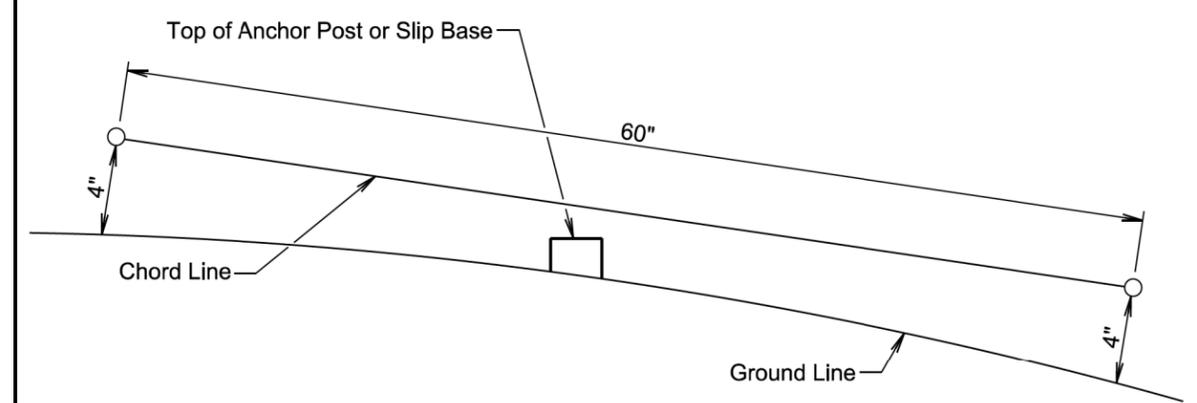
\* If the bottom of supplemental plate is mounted lower than 7 feet above a pedestrian walkway, the supplemental plate should not project more than 4" into the pedestrian facility.

January 22, 2021

Published Date: 4th Qtr. 2022	<b>S D D O T</b>	<b>CRASHWORTHY SIGN SUPPORTS</b> (Typical Construction Signing)	PLATE NUMBER 634.85
			Sheet 1 of 1



**PLAN VIEW**  
(Examples of stub height clearance checks)



**ELEVATION VIEW**

**GENERAL NOTES:**

The top of anchor posts and slip bases WILL NOT extend above a 60" chord line within a 120" diameter circle around the post with ends 4" above the ground.

At locations where there is curb and gutter adjacent to the breakaway sign support, the stub height will be a maximum of 4" above the ground line at the localized area adjacent to the breakaway support stub.

The 4" stub height clearance is not necessary for U-channel lap splices where the support is designed to yield (bend) at the base.

January 22, 2021

Published Date: 4th Qtr. 2022	<b>S D D O T</b>	<b>BREAKAWAY SUPPORT STUB CLEARANCE</b>	PLATE NUMBER 634.99
			Sheet 1 of 1

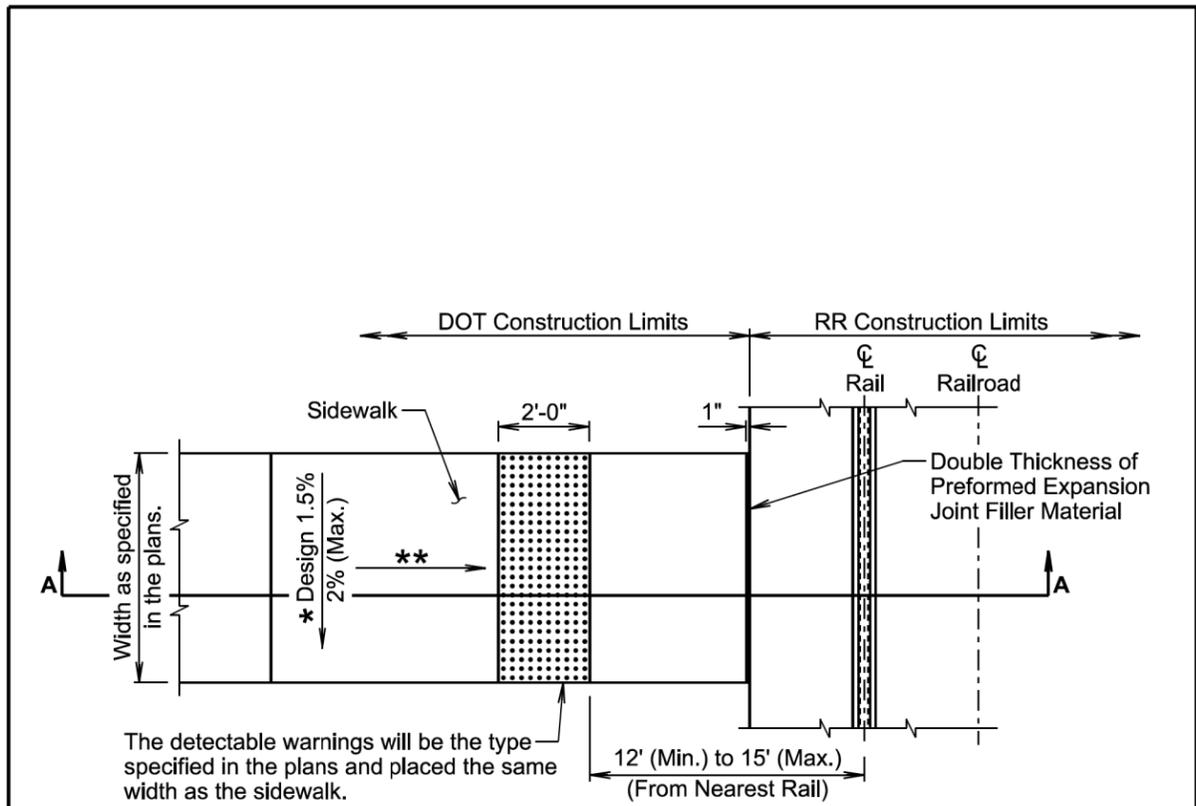
PLOT NAME - 2

FILE - ... \16JUN\_TC STANDARD PLATES.DGN

PLOTTED FROM - TRAB1107

Plotting Date: 01/11/2023

PLOT SCALE - 1"=300'



**PLAN VIEW**

The detectable warnings will be the type specified in the plans and placed the same width as the sidewalk.

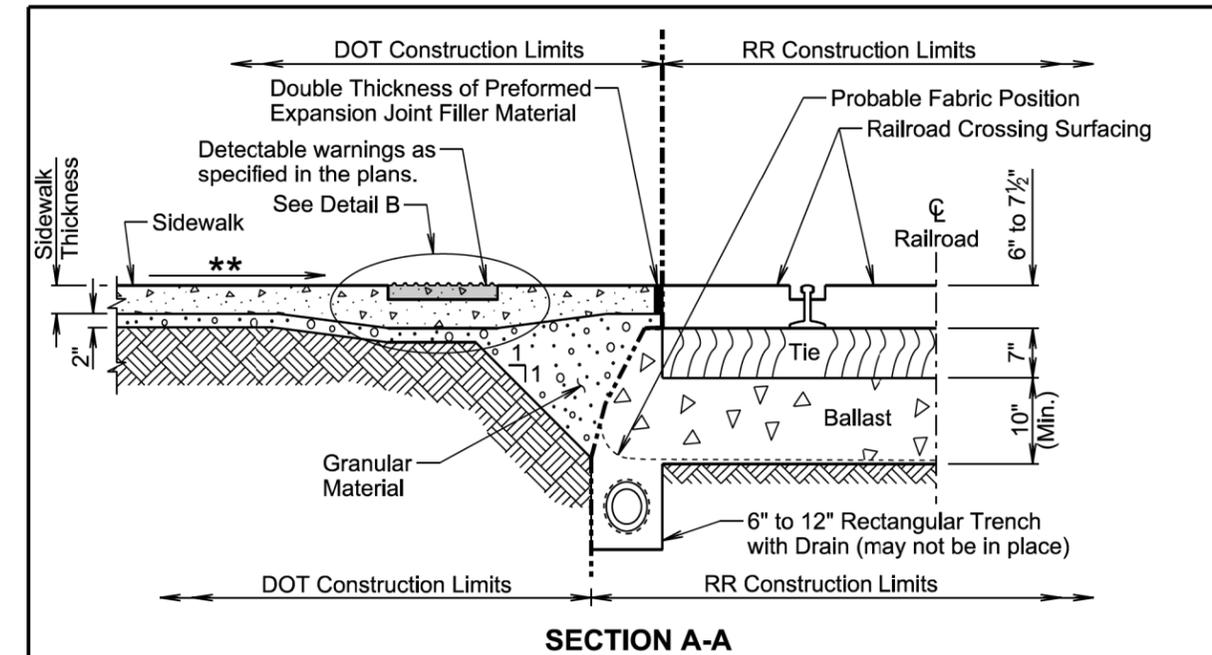
- \* The cross slope of the sidewalk will not be steeper than 2%. Plans are designed using a 1.5% cross slope unless stated otherwise in the plans.
- \*\* If the sidewalk is curbside, then the surface of the curbside sidewalk will match the slope of the curb transition. The longitudinal slope of the sidewalk and curb transition, where the sidewalk transitions to the railroad crossing elevation, is designed at 4.5% and will not be steeper than 5% unless stated otherwise in the plans.
- \*\* If there is a boulevard sidewalk, then the curb and gutter transition will be in accordance with standard plate 650.35. The longitudinal slope of the sidewalk, where the sidewalk transitions to the railroad crossing elevation, is designed at 4.5% and will not be steeper than 5% unless stated otherwise in the plans.

February 14, 2020

<b>S D D O T</b>	<b>SIDEWALK AND DETECTABLE WARNINGS ADJACENT TO RAILROAD CROSSING</b>	PLATE NUMBER <b>651.20</b>
		Sheet 1 of 2

Published Date: 4th Qtr. 2022

PLOTTED FROM - TRAB11017



**SECTION A-A**

**GENERAL NOTES:**

- For illustrative purpose only, type 1 detectable warnings are shown in the drawings.
- Ballast material will not be disturbed during construction work adjacent to the railroad crossing unless the adjacent work involves reconstruction or maintenance of the railroad crossing.
- The sidewalk will be placed at the location stated in the plans and will be perpendicular to the railroad crossing.
- Care will be taken to ensure that the surface of the detectable warnings are clean and maintains a uniform color.
- If curb and gutter is required adjacent to the railroad crossing, the curb transition will be measured and paid for at the contract unit price per foot for the corresponding curb and gutter contract item.
- The type 1 detectable warnings will be measured to the nearest square foot. All costs for furnishing and installing the type 1 detectable warnings including labor, equipment, materials, and incidentals will be paid for at the contract unit price per square foot for "Type 1 Detectable Warnings".
- The type 2 detectable warnings will be measured to the nearest square foot. All costs for furnishing and installing the type 2 detectable warnings including labor, equipment, and materials, including adhesive, necessary sealant or grout, and necessary grinding will be paid for at the contract unit price per square foot for "Type 2 Detectable Warnings".
- The square foot area of the detectable warnings will be included in the RR measured and paid for quantity of sidewalk.

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<b>S D D O T</b>	<b>SIDEWALK AND DETECTABLE WARNINGS ADJACENT TO RAILROAD CROSSING</b>	PLATE NUMBER <b>651.20</b>
		Sheet 2 of 2

Published Date: 4th Qtr. 2022

PLOT NAME - 1

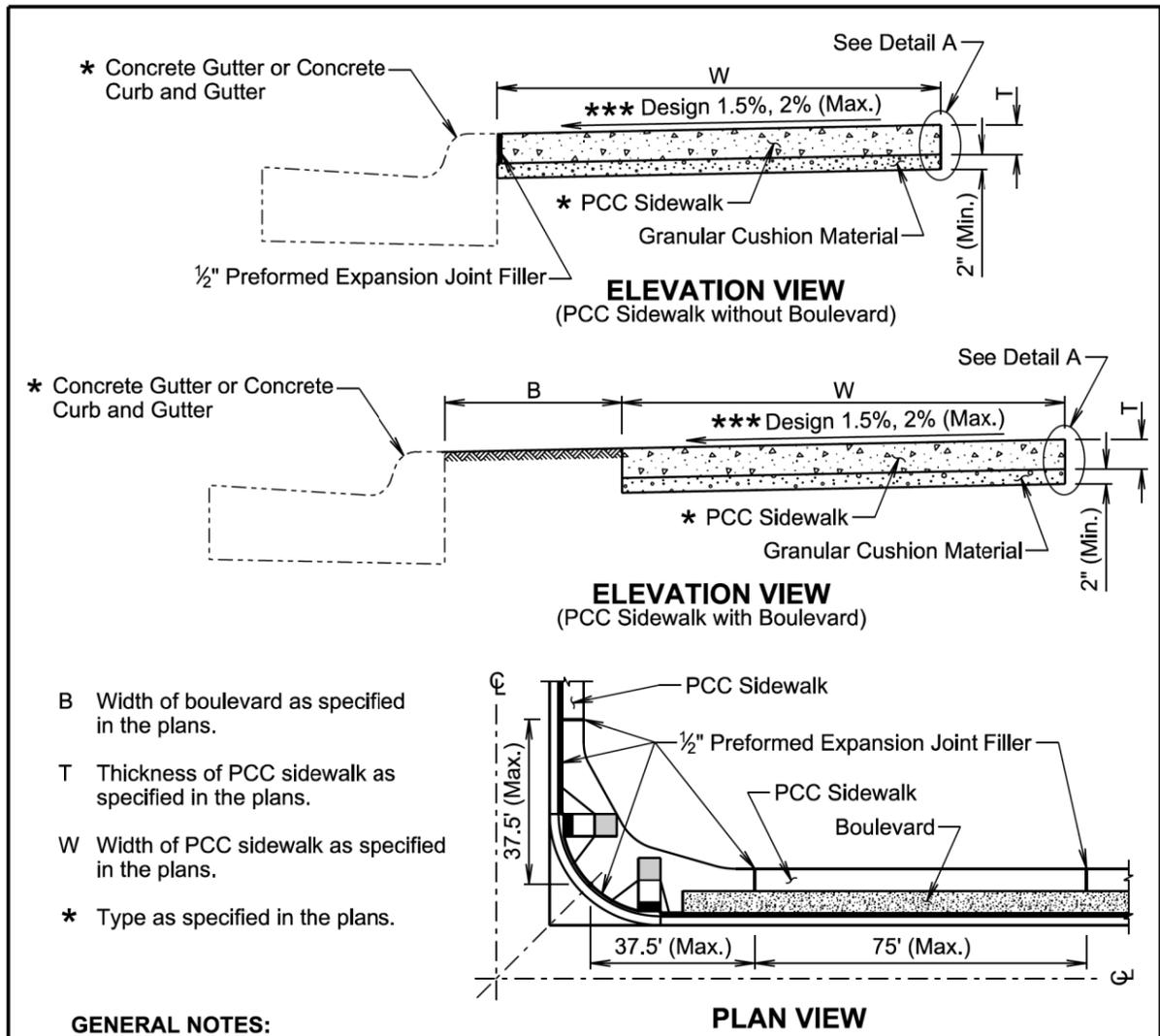
FILE ... \16.JUN\_STANDARD PLATES.DGN

Plotting Date: 01/11/2023

PLOT SCALE - 1"=300'

PLOT NAME - 2

FILE - ... \16.JUN\_STANDARD PLATES.DGN



- B Width of boulevard as specified in the plans.
- T Thickness of PCC sidewalk as specified in the plans.
- W Width of PCC sidewalk as specified in the plans.
- \* Type as specified in the plans.

**GENERAL NOTES:**

The PCC sidewalk will be constructed in accordance with Section 651 of the Specifications.

\*\*\* The cross slope of the sidewalk is designed at 1.5% and the maximum slope allowed is 2% unless specified otherwise in the plans.

The maximum length between expansion joints in the PCC sidewalk is 75 feet.

PCC sidewalk placed adjacent to intersection of roadways will have an expansion joint placed transversely a maximum of 37.5 feet from the intersection. See Plan View.

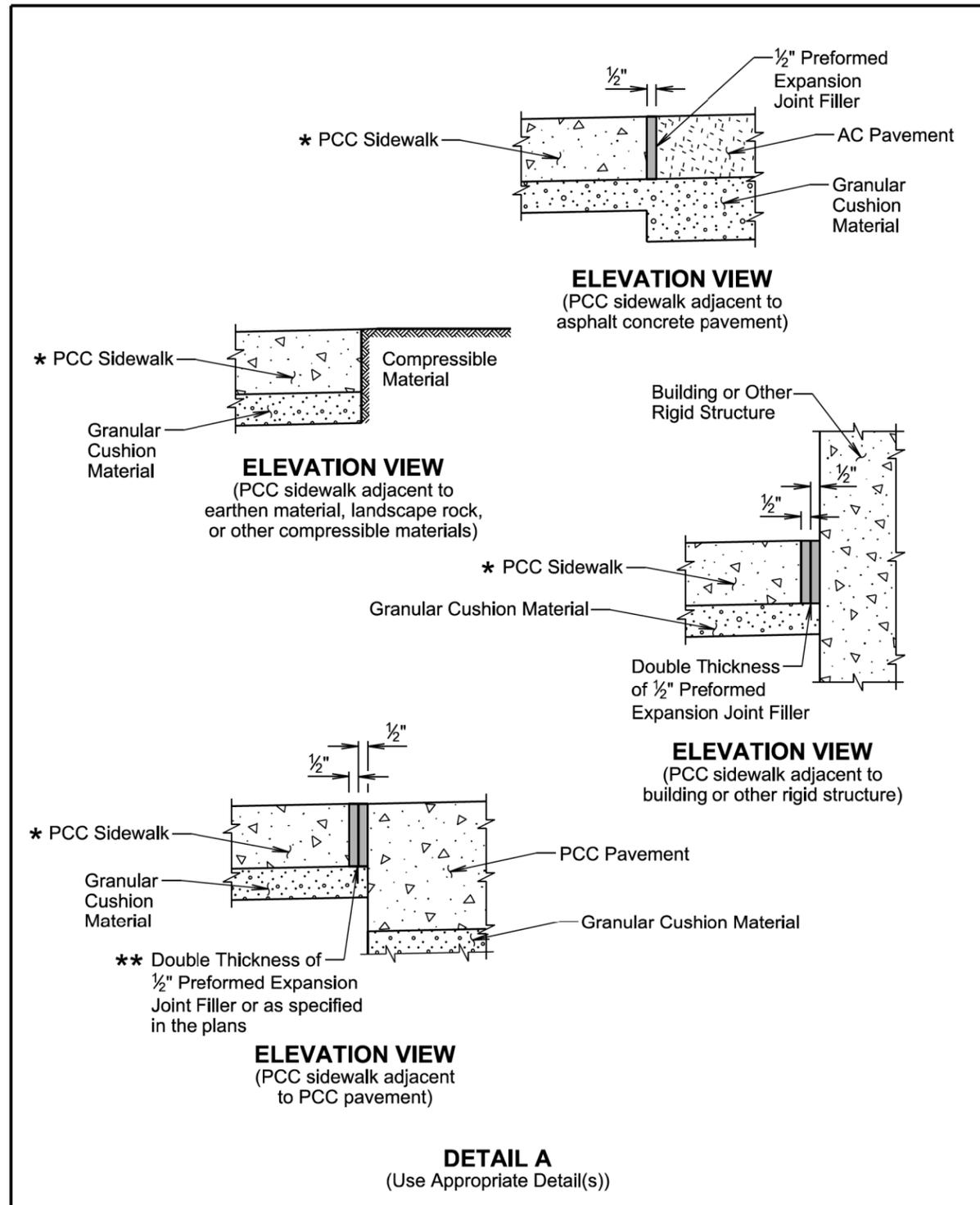
An expansion joint in the PCC sidewalk will consist of a 1/2 -inch thick preformed expansion joint filler material placed full depth and width of the PCC sidewalk.

\*\* Large areas of PCC pavement adjacent to the PCC sidewalk may require a different joint treatment than shown in the detail. If a different joint detail is necessary, plans will contain the joint detail and the Contractor will construct the joint treatment in accordance with the plans.

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<b>S D D O T</b>	<b>PCC SIDEWALK</b>	PLATE NUMBER <b>651.75</b>
		Sheet 1 of 2

Published Date: 4th Qtr. 2022

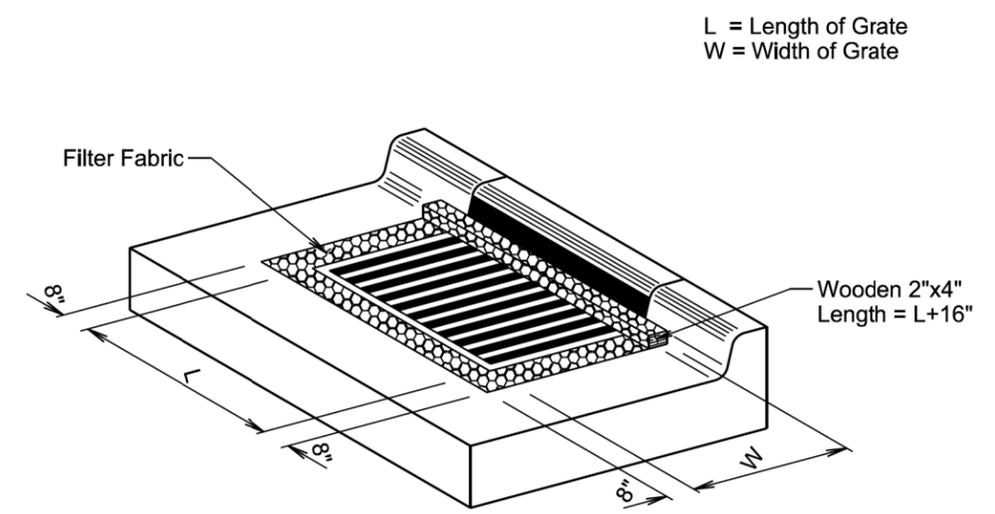


February 14, 2020

<b>S D D O T</b>	<b>PCC SIDEWALK</b>	PLATE NUMBER <b>651.75</b>
		Sheet 2 of 2

Published Date: 4th Qtr. 2022

Plotting Date: 01/11/2023



**ISOMETRIC VIEW**

**GENERAL NOTES:**

- The grate and curb and gutter shown are for illustrative purposes only.
- The sediment control at inlet with frame and grate will be placed at locations stated in the plans or at locations determined by the Engineer.
- The filter fabric will be the type specified in the plans.
- The filter fabric will be placed in the inlet opening prior to placing the grate. Approximately 18 inches of excess filter fabric will be wrapped around the 2"x4" and stapled securely to the 2"x4" after the grate has been placed.
- The Contractor and Engineer will inspect the sediment control device in accordance with the storm water permit. The Contractor will maintain the sediment control device by removing accumulated sediment and replacing torn filter fabric with new filter fabric.
- The removed sediment will be placed at a location away from the drop inlet where the sediment will not be washed back into the drop inlet or other storm sewer system.
- All costs for furnishing, installing, inspecting, maintaining, removing, and replacing the sediment control device at the inlet including labor, equipment, and materials will be incidental to the contract unit price per each for "Sediment Control at Inlet with Frame and Grate".

February 14, 2020

Published Date: 4th Qtr. 2022	S D D O T	SEDIMENT CONTROL AT INLETS WITH FRAMES AND GRATES	PLATE NUMBER
			734.10
			Sheet 1 of 1

PLOT SCALE - 1"=30'

PLOTTED FROM - TRAB1107

PLOT NAME - 3

FILE - ... \16.JN\_STANDARD PLATES.DGN